

Amendment - Serial No. 09/205,331

Page 6 of 7

REMARKS

Claims 1-3 are now in this case.

1. The Examiner rejected claims 1-3 under 35 U. S. C. 112 second paragraph as being indefinite. The Examiner said that:

in claim 1, lines 26-27, the term "said maintenance advisories" should be "said maintenance advisory";

in claim 2, line 2, the phrase "an aircraft sensor which detects aircraft performance and control parameters" should be "aircraft sensors which detect aircraft performance and control parameters";

in claim 2, line 18, "said central station means" should be "said central station";

in claim 2, lines 23-24, "said maintenance advisories" should be "said maintenance advisory";

in claim 3, line 15, "said signal" should be "said signals";

in claim 3, line 18, "said signals, and aircraft identification and configuration label" should be "said signals from said aircraft performance and control sensors, and said aircraft identification and configuration label";

in claim 3, lines 24-25 and 26-27, "said signals" should be "said aircraft performance and control signals".

The applicant has made all in the amendments suggested by the Examiner. This should satisfy the Examiner's rejection under 35 U.S.C. 112 second paragraph.

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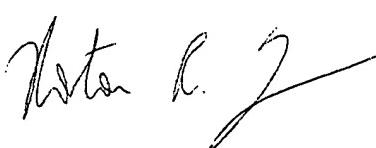
Page 7 of 7

2. The Examiner rejected claims 1-3 under the judicially created doctrine of obviousness-type double pending as being unpatentable over claims 1, 4 and 7 of U.S. Patent No. 5,890,079. A terminal disclaimer with applicable fee is included with this document. This should satisfy the Examiner's rejection of claims 1 through 3. Seymour Levine is the owner of this application and U.S. Patent No. 5,890,079.

3. The applicant has revised Figures 1 and 2 as shown upon the enclosed sheets. The amendment to Figure 2 corrects an obvious error. The amendment to Figure 1 reflects the fact that signals are only received from the GPS satellite and none are transmitted to it.

On the basis of the above amendments and remarks reconsideration of this application and its early allowance are requested.

Respectfully submitted,



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